

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

SCIP
CREDIT
ENHANCE-
MENT

CB12G

IMPORTANT: Please consult the "Instructions for Completing the Project & completion of this form.

SUBDIVISION: Village of Fairfax CODE# 061-25942

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/16 02

CONTACT: 513 PHONE # (513) 527-6503

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 271-4178 E-MAIL jkaminer@fuse.net

PROJECT NAME: Red Bank Road Expansion and Rehabilitation Project

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☒ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☐ 1. Grant \$
☐ 2. Loan \$
☒ 3. Loan Assistance \$ 42,525

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 42,525

FUNDING REQUESTED: \$ 42,525

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ _____ LOAN ASSISTANCE: \$ 42,525

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☒ State Capital Improvement Program

☐ Small Government Program

☐ Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2002 SEP 20 AM 11:18

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1,0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$ _____ .00

Preliminary Design \$ _____ .00

Final Design \$ _____ .00

Bidding \$ _____ .00

Construction Phase \$ _____ .00

Additional Engineering Services

\$ _____ .00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

\$ 42,525 .00

d.) Equipment Purchased Directly:

\$ _____ .00

e.) Permits, Advertising, Legal:
(Or Interest Costs for Loan Assistance
Applications Only)

\$ 42,525 .00

f.) Construction Contingencies:

\$ _____ .00

g.) TOTAL ESTIMATED COSTS:

\$ 42,525 .00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$.00	
b.) Local Revenues	\$.00	
c.) Other Public Revenues	\$.00	
ODOT	\$.00	
Rural Development	\$.00	
OEPA	\$.00	
OWDA	\$.00	
CDBG	\$.00	
OTHER _____	\$.00	
SUBTOTAL LOCAL RESOURCES:	\$.00	
d.) OPWC Funds		
1. Grant	\$.00	
2. Loan	\$.00	
3. Loan Assistance	\$ 42,525 .00	
SUBTOTAL OPWC RESOURCES:	\$.00	
e.) TOTAL FINANCIAL RESOURCES:	\$ 42,525 .00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section. N/A

ODOT PID# CBM03 Sale Date: July 2001
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Red Bank Road Expansion and Rehabilitation Project

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The limits of the Red Bank Road Widening Project is within the Village of Fairfax and a portion of the City of Cincinnati. The south end of the Project begins at the intersection of Red Bank Road/US 50 (Colbank) and proceeds north of the Fair Lane/Red Bank Road intersection into Cincinnati for approximately 400 feet.

PROJECT ZIP CODE: 45227

B: PROJECT COMPONENTS:

Rehabilitate the existing 2 lanes of roadway between US 50 and 400' north of Fair Lane; expand/add 2 lanes to the west side of existing Red Bank Road between US 50/Colbank and 400' north of Fair Lane; remove 2 bridges and replace with 4 lanes of roadway over a culvert resulting from the Duck Creek Flood Control Project; reconfigure the US 50/Colbank off ramp to Red Bank Road; construct roadway drainage system.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The US 50/Colbank off ramp to Red Bank Road will be relocated approximately 130 feet south. The completed Red Bank Road will consist of four 12' lanes of 12" cement concrete pavement with vertical concrete curb/gutter for a total length of 6,405 linear feet. A fifth lane will be added at US 50/Red Bank Road; Red Bank Road/ Relocated Woodland; Red Bank Road/Fair Lane for adequate turning movements. (See addendum F for draft plan of proposed project)

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 21,098 Year: 2000 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 25 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 42,525.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ _____

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u> / / </u>	05 / 1 / 02
4.2 Bid Advertisement and Award:	<u> / / </u>	06 / 1 / 02
4.3 Construction:	<u> / / </u>	07 / 1 / 03
4.4 Right-of-Way/Land Acquisition:	<u> / / </u>	12 / 1 / 02

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Jennifer Kaminer
TITLE Administrator
STREET 5903 Hawthorne Street

CITY/ZIP Cincinnati, OH 45227
PHONE (513) 527 _____ - 6503
FAX (513) 271 _____ - 4178
E-MAIL jkaminer@fuse.net

5.2 CHIEF FINANCIAL OFFICER

Walter W. Knabb
TITLE Clerk-Treasurer
STREET 5903 Hawthorne Street

CITY/ZIP Fairfax, Oh 45227
PHONE (513) 527 _____ - 6505
FAX () _____ -
E-MAIL

5.3 PROJECT MANAGER

Christopher Wright P.E.
TITLE Construction Manager- US Army Corps of Engineers
STREET 20 N Grand Avenue
2A Executive Building
CITY/ZIP Ft. Thomas, KY 41075
PHONE (859) 441 _____ - 0847
FAX (859) 441 _____ - 1729
E-MAIL Christopher.L.Wright@lrl02.usace.army.mil

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks | | below that each item listed is attached.

- ☒ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- N/A ☐ A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- ☒ A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- N/A ☐ A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- N/A ☐ Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- ☒ Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- ☒ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

JENNIFER M. KAMINER

Certifying Representative (Type or Print Name and Title)

Jennifer M. Kaminer

Signature/Date Signed

J. T. KING & CO. INC.

CONSULTING ENGINEERS AND LAND SURVEYORS

9200 Montgomery Road, Suite 21B
Cincinnati, Ohio 45242-7714
(513) 793-7667

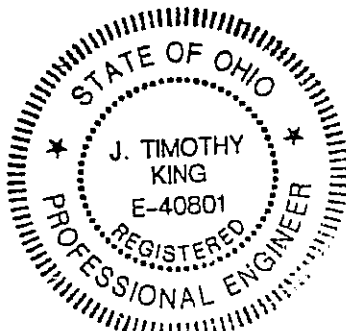
August 31, 2000

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based upon current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal and bid by a qualified Contractor.

STATEMENT OF USEFUL LIFE:

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the "Reb Bank Expressway Reconstruction and Widening Project" will have a useful life of at least 25 years.



A handwritten signature in black ink, appearing to read "J. Timothy King", written over a horizontal line.

J. TIMOTHY KING, PE-PS
VILLAGE ENGINEER FOR
THE VILLAGE OF FAIRFAX

File: FAIRFAX\REDBANK\ISSUE2.CRT

ITEM	DESCRIPTION	QTY	UNIT	PRICE	TOTAL
825	15700 LIGHT POLE, DESIGN A 10940	1	EACH	760.00	760.00
826	15700 LIGHT POLE, DESIGN A 10940	6	EACH	1720.00	10320.00
					11080.00

RESOLUTION R8-2002

A RESOLUTION AUTHORIZING THE ADMINISTRATOR AND CLERK-TREASURER TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR REIMBURSEMENT OF INTEREST FOR THE RED BANK ROAD EXPANSION AND REHABILITATION PROJECT AND DECLARING AN EMERGENCY

WHEREAS, the Ohio Public Works Commission ("OPWC") has previously awarded State Capital Improvement Program Funds ("SCIP Funds") to the Village of Fairfax to assist with the Red Bank Road Expansion and Rehabilitation Project (the "Project"); and

WHEREAS, the Village has acquired a 2-year loan from Provident Bank in the sum of \$400,000.00 to assist with the Village's local share for said Project; and

WHEREAS, interest paid and due on said loan will be \$42,524.93; and

WHEREAS, the Village of Fairfax may apply for reimbursement of interest on loans under Loan Assistance Program as part of District 2 (Hamilton County) allocation for road repairs and improvements.

WHEREAS, the District Public Works Integrating Committee of Hamilton County (DPWIC) is the recipient of Loan Assistance Funds from the Ohio Public Works Commission (OPWC);

NOW, THEREFORE, BE IT RESOLVED by the Council of the Village of Fairfax, State of Ohio, that:

SECTION I: The Council of the Village of Fairfax does hereby endorse and support the application for Loan Assistance Funds for reimbursement of interest on the loan used for the Red Bank Road Expansion and Rehabilitation Project.

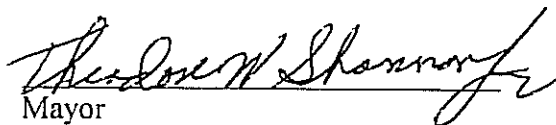
SECTION II: The Administrator and Clerk-Treasurer are hereby authorized and directed to file an application with the District Public Works Integrating Committee of Hamilton County (DPWIC) for Ohio Public Works Commission funding under Loan Assistance Funds for 2002, and if awarded to implement said program.

SECTION III: The Village of Fairfax hereby requests the District Public Works Integrating Committee (DPWIC) and the Ohio Public Works Commission (OPWC) to consider and fund the referenced application.

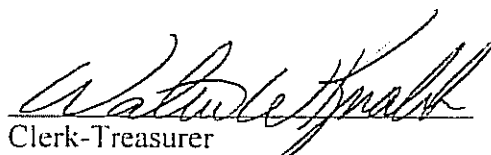
SECTION IV: This Resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety and general

welfare and shall be effective immediately. The reason for said declaration of emergency is to submit an application for Loan Assistance Funds within the period of application.

Passed this 16th day of September, 2002.


Mayor

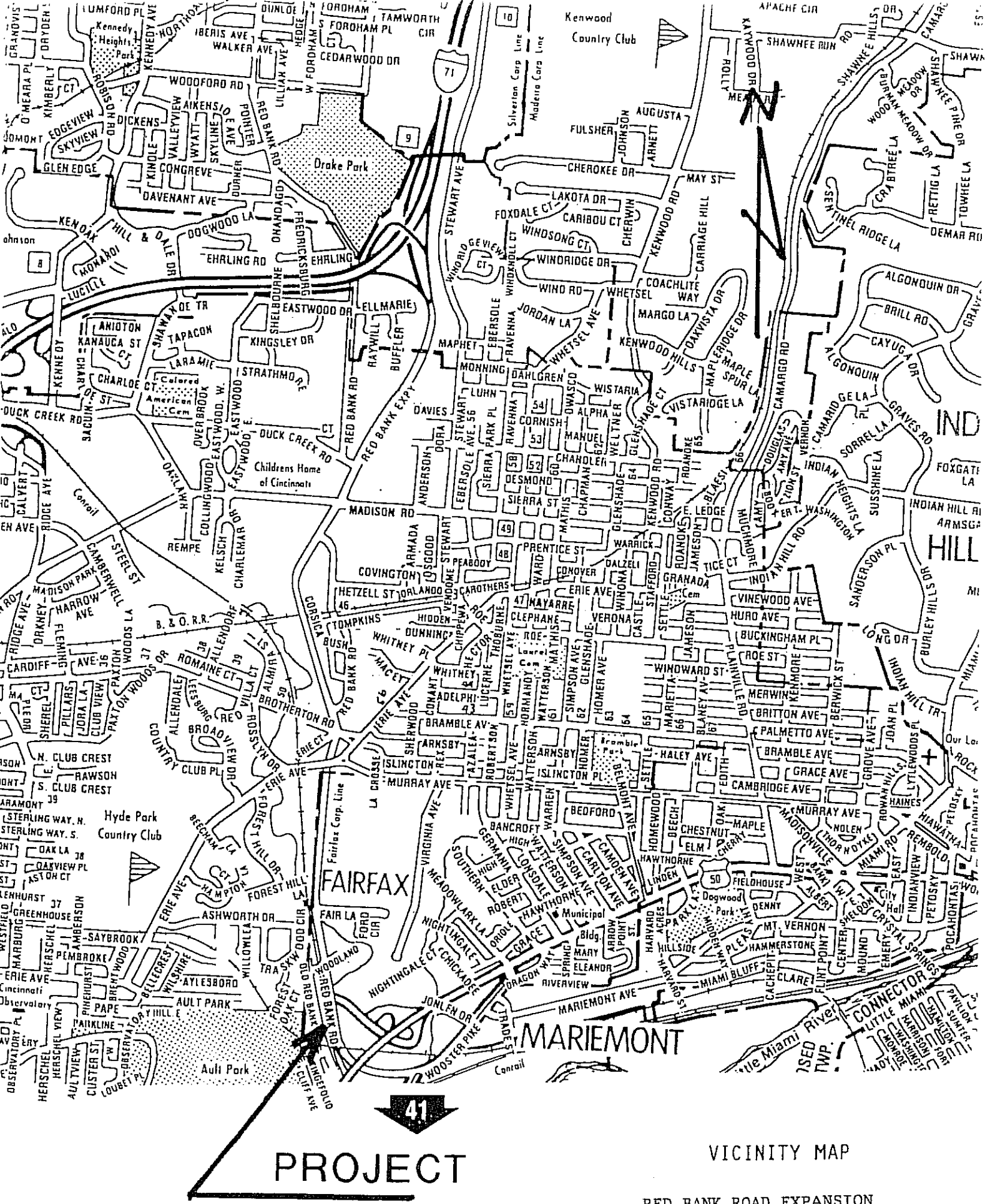
ATTEST:

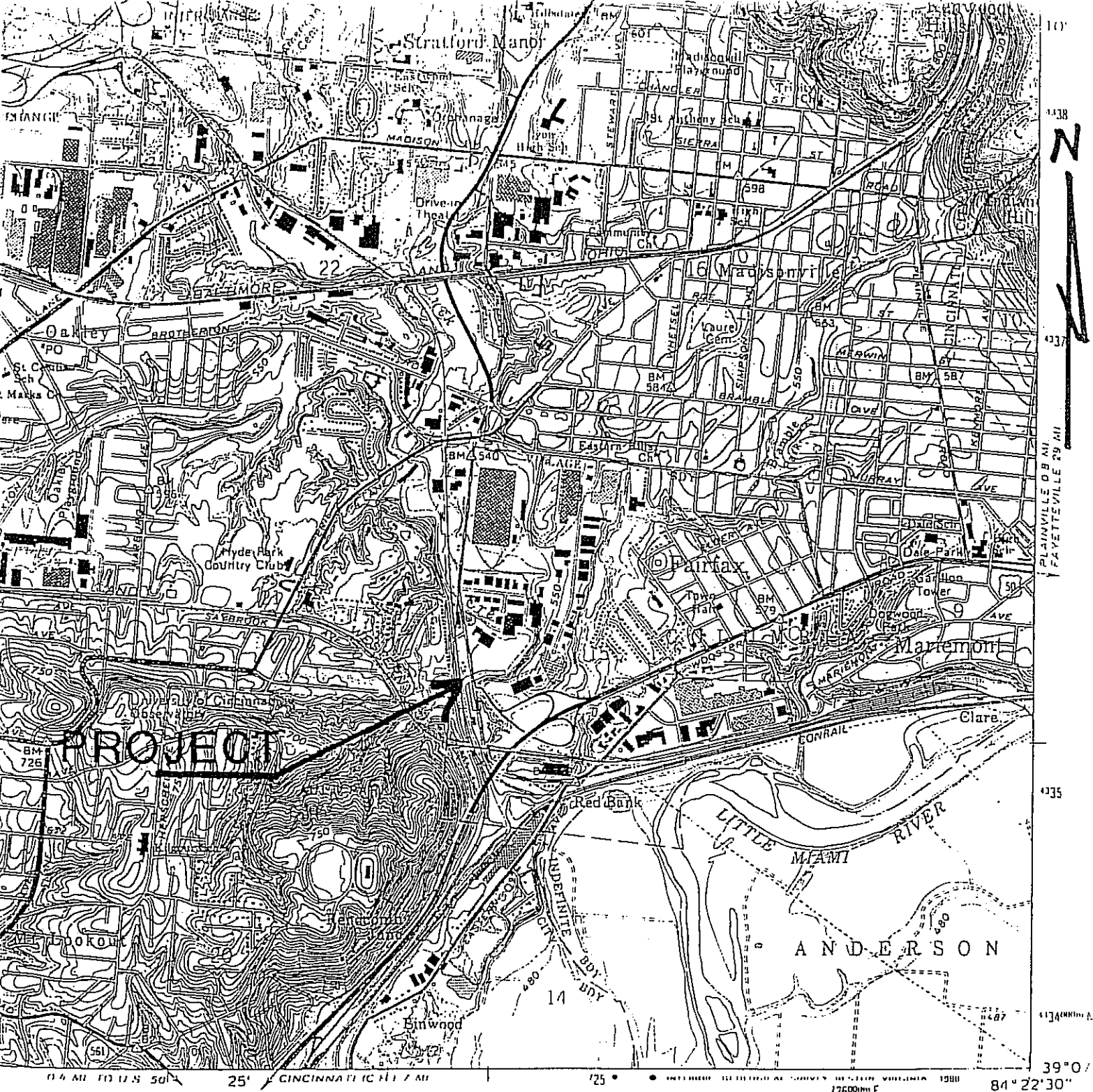

Clerk-Treasurer

CERTIFICATE

I hereby certify this to be a true and correct copy of Resolution R8-2002 passed at a meeting of the Council of the Village of Fairfax on this 16th day of September, 2002.







VICINITY MAP

RED BANK ROAD EXPANSION
AND REHABILITATION
PROJECT

CINCINNATI EAST, OHIO

39084-B4-TF-024

1961
PHOTOGRAPHED 1961
DMA 4162 III NW SERIES V866

ADDITIONAL SUPPORT INFORMATION

The Village of Fairfax received an award in the amount of \$1,493,483 from the Ohio Public Works Commission in July 2001 to fund a portion of the construction for the Red Bank Road Rehabilitation and Expansion Project. (OPWC Project # CBM03)

This Round 17 application will include the Additional Support Information that was part of the original application for SCIP/LTIP construction funds. The project was bid in May 2002 and awarded to Ahern and Associates, Inc. Work started on the project in July 2002.

The Village of Fairfax took out a loan with Provident Bank for \$400,000 to assist in funding the local share of this project. A letter is attached from Provident Bank confirming the interest due over a 2-year period. This amount is requested as reimbursement to the Village on this application.



MEMORANDUM

TO: Mr. Joe Cottrill
FROM: Chuck Johansing
DATE: December 5, 2002
SUBJECT: Village of Fairfax

Enclosed is the amortization schedule, which you requested, for the Village of Fairfax. If you have any further questions or concerns, please call me at: 956-5159. Thanks.

LOAN AMOUNT	\$500,000.00
INTEREST RATE	4.7500%
# OF YEARS	2.00
# OF PAYMENTS PER YEAR	12

PERIOD	PAYMENT	PRINCIPAL	INTEREST	BALANCE	PRINCIPAL/YR.	INTEREST/YR.
0				\$500,000.00		
1	\$21,879.76	\$19,900.59	\$1,979.17	\$480,099.41		
2	\$21,879.76	\$19,979.36	\$1,900.39	\$460,120.05		
3	\$21,879.76	\$20,058.45	\$1,821.31	\$440,061.60		
4	\$21,879.76	\$20,137.85	\$1,741.91	\$419,923.75		
5	\$21,879.76	\$20,217.56	\$1,662.20	\$399,706.19		
6	\$21,879.76	\$20,297.59	\$1,582.17	\$379,408.60		
7	\$21,879.76	\$20,377.93	\$1,501.83	\$359,030.67		
8	\$21,879.76	\$20,458.59	\$1,421.16	\$338,572.08		
9	\$21,879.76	\$20,539.58	\$1,340.18	\$318,032.50		
10	\$21,879.76	\$20,620.88	\$1,258.88	\$297,411.62		
11	\$21,879.76	\$20,702.50	\$1,177.25	\$276,709.12		
12	\$21,879.76	\$20,784.45	\$1,095.31	\$255,924.67	\$244,075.33	\$18,481.76
13	\$21,879.76	\$20,866.72	\$1,013.04	\$235,057.95		
14	\$21,879.76	\$20,949.32	\$930.44	\$214,108.63		
15	\$21,879.76	\$21,032.24	\$847.51	\$193,076.38		
16	\$21,879.76	\$21,115.50	\$764.26	\$171,960.89		
17	\$21,879.76	\$21,199.08	\$680.68	\$150,761.81		
18	\$21,879.76	\$21,282.99	\$596.77	\$129,478.82		
19	\$21,879.76	\$21,367.24	\$512.52	\$108,111.58		
20	\$21,879.76	\$21,451.82	\$427.94	\$86,659.76		
21	\$21,879.76	\$21,536.73	\$343.03	\$65,123.04		
22	\$21,879.76	\$21,621.98	\$257.78	\$43,501.06		
23	\$21,879.76	\$21,707.57	\$172.19	\$21,793.49		
24	\$21,879.76	\$21,793.49	\$86.27	(\$0.00)	\$255,924.67	\$6,632.42



*One East Fourth Street
Cincinnati, Ohio 45202*

September 10, 2002

Village of Fairfax
Office of the Clerk-Treasurer
Mr. Walter Knabb
5903 Hawthorne Street
Fairfax, Ohio 45227

Dear Mr. Knabb,

I have calculated the information that you requested in reference to the Village of Fairfax's loan from the Provident Bank. The loan was funded on June 3, 2002 in the amount of \$400,000.00. Interest in the amount of \$4,550.00 has been paid to the bank as of August 13, 2002. Based on the bank's calculations, an estimate of the future interest to be paid by The Village to The Provident Bank, over the next 21 months, will total \$37,974.93. Thus, total interest paid and due on the note will be estimated at \$42,524.93. If you need anything further in regards to your loan account, please let me know. I appreciate the opportunity to assist The Village in its financial needs.

Sincerely,

A handwritten signature in cursive script that reads "Chuck Johansing".

Chuck Johansing
Vice President
Business Banking Group

ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Red Bank Road consists of full-depth asphalt over a concrete sub-base originally constructed in 1930. The road was last paved in 1986. Since that time, only cosmetic repairs have been done to correct pothole and pavement cracking problems. The Fairfax Maintenance Department regularly uses cold patch to repair potholes on the road. The Village has had JK Meurer Corp. repair more extensive pothole and base failure conditions in 1996. (Please see addendum C for 1999 Village Maintenance records and documentation for contracted road repairs.) The pavement is currently in poor condition with frequent pothole repairs required. Heavy vehicle and truck traffic volumes of 21,098 per day with 12% truck traffic resulted in heavy wear and tear of the roadway. (Please see addendum B for recent photos of the condition of Red Bank Road). The bridge at the north end of the project has exceeded its useful life. The Hamilton County Bridge Dept. patched and repaired this bridge in 1991 with the plan for replacement within 10 years. (See addendum D for BR-86 bridge reports and photos of the north bridge at Red Bank and Fair Lane).

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The current LOS on Red Bank Road is D & E. Adding 2 lanes will improve the LOS for vehicular and truck traffic to a level of C. This will allow for a smooth flow of traffic and will decrease the number of accidents. (See attached accident information in addendum A). The removal of 2 bridges will also improve the safety to the traffic traveling through this corridor. The bridge located near Never Construction has a low rating. With its removal, there will not be the danger of the bridge structurally failing because of high traffic counts and the weight of many trucks crossing the bridge on a daily basis. (See addendum D for BR-86 reports). The reconfiguration of the US 50/Colbank off-ramp 130 feet to the south will correct a serious safety hazard of an incorrect curve

configuration. This ramp currently operates at a level of service F. Cars and trucks consistently track out of their lane and into the adjacent lane of merging traffic. (See addendum E for narrative on existing conditions/LOS on Colbank and Red Bank and addendum F for a draft construction plan of the proposed project).

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The installation of a roadway drainage system will improve the incidence of flash flooding conditions that occur once or twice a year during heavy rains. Flash flooding last occurred on June 12, 2000 and water covered the bridge near Never Construction making it impassable for vehicles until the water receded. On June 18, 1997, flash flooding occurred which also resulted in damage to several businesses on Red Bank Road and Fair Lane

The improved storm sewer system will be installed on the west edge of the proposed road widening with cross drains approximately every 200 ft. This improvement along with the scheduled Duck Creek Flood Control Project will alleviate flash flooding in this area.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Red Bank Road Expansion and Rehabilitation Project

Priority 2 _____

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will permit more development. Red Bank Road is one of the major thoroughfares in the Eastern Corridor MIS study completed by OKI. The widening of Red Bank Road will tie in with the proposed SR 32 connector to 8 Mile Road. The plan also calls for commuter rail from the Cincinnati Business District and I-71 Corridors to converge in Fairfax. A park and ride station and expanded bus service will also contribute to the number of commuters passing through this corridor. This will make the Red Bank Road corridor a prime area for economic development specifically at the Old Swallen's store at 3700 Red Bank and Red Bank Distribution Center at 4000 Red Bank Road (See addendum G for the proposed transportation enhancements and ridership information).

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

Other Public Revenues - City of Cincinnati \$45,958 (or 2%)

MRF Funds - \$150,000 (or 5%)

9) **Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The LOS/traffic analysis report in addendum E details how LOS C can be achieved with the construction of this project. Addendum E also contains narrative on the proposed configuration of the US 50/Colbank interchange to alleviate turning radius problems, which causes traffic to track out of their lane. Addendum F contains a schematic of the proposed Colbank interchange reconfiguration. This reconfiguration will also allow some distance between the off-ramp and World Color's driveway entrance, which causes back-ups and will correct an inefficient signal configuration.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS **D & E & F**

Proposed LOS **B & C**

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 5 (Dec. 2001)

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 6 Of these, how many are: Takes 2

Temporary _____

Permanent 4

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

3715 Red Bank Road: offer has been made to CFS Holdings, Inc. to acquire property (former Swallen's lumber barn). Property partially in Fairfax and partially in Cincinnati. Currently in negotiations with property owner over purchase price. Property at 3701 Red Bank Road (former Swallen's marina) has been acquired by the Village of Fairfax (see addendum I for acquisition information). ROW by permanent easement in the City of Cincinnati will be needed on the west side of Red Bank Road at the Fair Lane intersection. The Village of Fairfax must also acquire permanent easements from the Board of County Commissioners on the west side of Red Bank Road, south of 3701 Red Bank Road; from ODOT and Baxter Hodel Donnelly and Preston at the US 50/Colbank interchange to relocate the off-ramp.

e.) Give an estimate of time needed to complete any item above not yet completed. 9 months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Red Bank Road directly connects I-71 to US 50, as well as Wooster Pike and has major impact for the commuters of this region. The widening of Red Bank Road is an important component of the Eastern Corridor Transportation Plan. The tie-in with SR 32 will bring many commuters through

Update for Item # 10 - Additional Support Information:

If SCIP/LTIP funds are granted, when would the construction contract be awarded?

Awarded: June 2002

- a.) Is engineering completed? YES
- b.) Are detailed construction plans completed? YES
- c.) Are all utility coordinations completed? YES
- d.) Are all right-of-way and easements acquired? NO

If no, how many parcels are needed for project? 1, of which a temporary and permanent easement are required.

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

The village is currently in litigation with Brandell LLC, owners of 3700 Red Bank Road. A condemnation has been filed on this property to secure various easements needed for the road widening and flood control portion of the project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 3 months.

this area. The connectivity of Clermont County and Hamilton County for those coming from the Anderson Township and Mt. Washington area (and beyond) to reach I-71 will further contribute to improving regional traveling efficiency. The average daily traffic count on this road is 21,098 vehicles per day. (See addendum E for traffic analysis information and addendum G for Eastern Corridor Transportation Plan information).

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

None

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 21,098 X 1.20 = 25,318 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax Yes

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 17 - PROGRAM YEAR 2003
PROJECT SELECTION CRITERIA
JULY 1, 2003 TO JUNE 30, 2004

NAME OF APPLICANT: FAIRFAX

NAME OF PROJECT: RED BANK ROAD

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

Appeal Score

23 - Critical

☒ 20 - Very Poor

17 - Poor

☒ 15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

☒ 25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

☒ 10 - Minimal importance

0 - No measurable impact

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

☒ 0 - No measurable impact

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

☒ 25 - First priority project

Appeal Score

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

5) Will the completed project generate user fees or assessments?

Appeal Score

☒ 10 - No

0 - Yes

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

CREDIT
ENHANCEMENT

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15

3 – Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15

0 – Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

Appeal Score

6 – Moderate impact

4 –

2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

25,318

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.